

## NEWS OF THE DAY.

"To show the very age and body of the Times."

Mr. Scherck, Chairman of the Ways and Means Committee of the House, on Saturday submitted to the committee a funding bill as a substitute for that adopted by the Senate. The new bill does not contain the sections providing for the funding of greenbacks or compelling the National banks to take the low interest bonds.

The General Assembly of the Presbyterian Church will meet in the First Presbyterian Church, Philadelphia, Pa., on Thursday, May 19. Both Moderators, Rev. Messrs. Fowler and Jacobus, of the former Old and New School Assemblies, will preside jointly, until a new Moderator is chosen by the Assembly.

There were great demonstrations of rejoicing at Liverpool on the announcement of the safe arrival of the City of Brussels. Though it was dark when she arrived, a crowd collected, cannons were fired, and other evidences of general satisfaction were indulged in.

While several miners were at work in the Hoffman mine, near Cumberland, Md., a few days since, the roof of the mine fell in, burying the inmates. All were rescued alive, but were dangerously injured.

Rev. Dr. McLeod, of Birkenhead, England, one of the ablest of the British Presbyterians, sails in the Scotia, on the 30th, to be present at the Presbyterian General Assembly in Philadelphia.

Some people residing along the line of the Philadelphia, Wilmington and Baltimore Railroad amuse themselves by tearing down and destroying telegraph poles.

The revolution in San Domingo continues unabated. Cabral has been declared an outlaw by Baz for delivering Salnave into the hands of the Haytiens.

Chief Justice Chase it is said will soon make a trip to Europe.

## Foreign News

The sugar brokers of London complain bitterly of the ruinous effect of Mr. Lowe's sudden remission of the sugar duties.

Advices from London state that a collision occurred on the Great Northern Railway, in which one man was killed and several wounded.

The recent Fenian panic in London was caused by information given by the Chief of Police that a number of Fenians had arrived from America for incendiary and other unlawful purposes. The police are regarding the names of all lodgers at hotels and boarding-houses, as a measure of safety.

The iron clad Rochambeau, late the U. S. steamer Dunderburg, is now said to carry eight 300 pounders and two 450 pounders.

Minister More's answer to an inquiry in the Spanish Cortes relative to Cuban affairs, was considered vague, and created some uneasiness.

The Chancellor of the Legion of Honor is reported to have been decorated with the grand cross of the Legion of Honor. Advices from Rome state that the pamphlets issued by Hurler, Ranscher and Swartzberg, against Papal infallibility, are being destroyed by the police. The photographs of these gentlemen have also been seized.

The Pope made his entrance at 9 o'clock yesterday at the third public meeting of the Ecumenical Council. The vote was taken, which was in the affirmative on the four first chapters of the first schema de fide.

The Armenian manifesto relative to the Ecumenical Council, which was posted on a church in Constantinople, was torn down by a Turkish mob on Friday last.

The Turkish Minister at Athens reports to his Government that the captives who were retained in the hands of the brigands for ransom, near Marathon, had been killed.

LETTER FROM GEN. FITZGIBB LEE.—The following letter from General Fitzgibb Lee is a valuable contribution to the history of the recent war. It was called out by us. He has given us permission to publish it.—*Rich. Dispatch.*

"I knew Gen. Thomas well. Was a lieutenant in the cavalry regiment of which he was the major before the war, and stationed at the same post in Texas with him. He was an excellent artillery officer (served in that arm in Mexico), an indifferent cavalry one—too heavy, too slow. Had not that coup d'oeil plus rapide que le vent, emporté au galop, l'adresse d'un athlète, et l'aplomb d'un centaure, the Gen. Fox talks about in the 'Pentameron War,' but which did not prevent him from being a general officer of indisputable courage and unquestionable merit.

You say 'he is charged with having, at the beginning of the war, hesitated as to which side he should enlist with.' As the New York Tribune, however, and all other northern newspapers, say that he never entered into the service of the Union. But they would better have left that part of his record alone.

"It is a fact that when war threatened between the two sections of the best Government the world ever saw, General Thomas's feelings were southern to almost the bellicose degree.

"It is a fact that he told me in New York City, in 1861, as I was on my way from West Point to Washington, to resign my commission as an officer of the United States army, that he, too, intended to resign, and would soon follow me.

"It is a fact that about that time he wrote a letter to John Letcher, then Governor of Virginia, and tendered his services to the State (which letter the Governor may have now).

"The State of his birth can hardly be expected, under the circumstances, to erect a monument to him, but it should not defame him.

"He was an upright, kind-hearted man and fought well, though against us. Let him rest in peace, and let Virginia keep her vials of wrath to be forever poured out upon the heads of some few of her citizens who would not fight upon either side, but who stayed at home and made money by being paid by the North as spies, guides, and informers, or who, after having fought, have acted as if they were ashamed of their past record.

Very respectfully, your obedient servant,  
FITZGIBB LEE.

WASHINGTON ITEMS.—Charles Caldwell, a conductor on the railroad in charge of the sleeping car between Washington and New York, was arrested yesterday here, on a bench warrant, on charge of being a fugitive from justice.

He was placed in jail, and subsequently released. His crime is that of having, some two months ago, ejected a colored man, named Douglas, from the sleeping car, the latter having, as is alleged, taken possession of a sleeping place already engaged and paid for by another man.

Col. Samo, superintendent of the Potomac water works, notifies the citizens of Washington and Georgetown that if Congress does not appropriate necessary money for superintendence and repairs the supply of water for the two cities will be likely to be very short this season.

Extensive preparations are being made by the Odd-Fellow organization here for the celebration of the fifty first anniversary of Odd Fellowship.

The German Schuetzen societies are making preparation for opening the various shooting parks in and near this city. The opening day will come off soon.

## LETTER FROM RICHMOND.

[Correspondence of the Alexandria Gazette.]

RICHMOND, April 23.—Two more county judges were elected to day: John F. Lay for Powhatan, and Charles L. Cooke for Greensville and Sussex.

In the Senate, the resolution relative to an adjournment of the Legislature from June to October, was referred to a committee.

The bill for the formation of the Atlantic, Mississippi and Ohio railroad company, was made the order of the day for Wednesday next, provided that the Senate is not then engaged in the election of county judges.

Mr. Taylor's bill in relation to the salaries of judges was discussed, and finally laid on the table—16 to 10.

A resolution was adopted proposing a committee of conference to consider the subject of disagreement between the two Houses in relation to Senate bill fixing the salaries of the several judges of the courts of the Commonwealth. But this has no reference to Mr. Taylor's bill.

No other business of importance was transacted.

In the House of Delegates the House bill for the government of cities and towns of 5,000 inhabitants and over, was read twice and referred.

It was proposed to enquire into the latest case of the "member from Surry" to see if he was entitled to pay while recently absent from the House, "cutting up" in Petersburg. Mr. Popham made a personal explanation, as to what took place, and the "Conservative caucus" which mounted to nothing.

The bill providing for a general election, was read section by section, variously amended, and debated till the hour of adjournment.

## Letter from the University of Va.

[Correspondence of the Alexandria Gazette.]

Your correspondent feeling the need of a little relaxation, concluded that he could not enjoy himself more than by accepting the invitation which he had received to attend the anniversary celebration of the old "Jeff Society" of the University of Virginia. On Monday morning therefore he left Alexandria, and after a very pleasant ride of about six hours reached this place around noon.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

At the depot he was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him. He was met by several colored ladies, and many sweet recollections clustered around him.

## To the editor of the Alexandria Gazette:

It is evident from the frequent communications in your paper on the subject, that there is great misapprehension of the O. & A. M. R. R., or at least a perversion of its advantages from the use of its original builders—Virginians—as the very thorough examination and

conclusive report of the Corn Exchange of yesterday, shows. But the interest of a certain disinterested portion of the road—the Manassas Branch—(disfranchised by an actual gift by the stockholders to the O. & A. R. R. on terms which never have been complied with by the donees) have been entirely overlooked in all these communications. I wish to call the attention of the people of Fauquier, Loudoun, Prince William, Rappahannock, Warren and Page to the fact that the B. & O. R. R. is building and has nearly completed a railroad from Winchester to Strasburg, and persons high in authority and connection with the B. & O. R. R. say that by the 1st of June they will run three daily through trains from Baltimore to Harrisburg, via Winchester & Alexandria.

Then ask how often will they run a train from Manassas Junction to Strasburg? Doubtless they will (the management of the upper end of the road being in the hands of the B. & O. R. R.) ever come over the road from Strasburg to Manassas Junction. Will it pay the O. & A. R. R. to run a daily freight and passenger train over that section of the road, and will it not be reduced to a "one horse" road running a tri-weekly freight train, probably with a passenger car attached? I may be told that the charter of consolidation requires the O. & A. R. R. to keep up the Manassas branch. I ask have they regarded their charter in the past? Have they not charged a higher rate of freight per mile on the Manassas Branch than on the main line, contrary to their charter? Have they not charged a higher rate of freight per mile than the railroad law of the State allows? The law limits to 4 cts. per ton of 2,240 lbs. per mile, on freighters. They charge 10 cts. per ton per mile. Have they not refused to pay the debts of the Manassas company, "whether bonded or floating, ascertained or to be ascertained," in violation of their charter? See case of John Lyons vs. O. & A. M. R. R. Co., in the Court of Appeals in Maryland, in which the company plead and got a decree for non payment of the debt, on the ground that the terms of the charter had not been complied with on their part. Then will you expect a company under such management to keep their charter? Do you know that they charge no rate for the produce and freight from the country around Middleburg, within 8 miles of the Plains Station by a good turnpike, is now wagoned 40 miles to Alexandria, occupying about 30 wagons a week, and why? Because of the excessive freights charged by this company in violation of their charter. I ask will the people of the counties above named, will the people of Alexandria and the State of Virginia who have paid \$4,000,000 to build this road quietly submit to this management? You will ask the remedy. I say take the road out of the management of the B. & O. R. R. Co., of which it seems the present managers of the O. & A. M. R. R. are only the agents. Will there not be a difference between a through line run under one management from Baltimore to Harrisburg, and a through line from Baltimore to Harrisburg with the Manassas branch connecting at Strasburg, to receive such freight and passengers as they choose to give us and at such time as they choose to run their trains?

Another remedy is to call on your Senators and Delegates in the Legislature to interpose by legislative enactments all legal means to prevent the perversion of this railroad from its original use as contemplated by its builders, with the counties above named in our effort to save this Manassas R. R. to their users. I distinctly disavow any personal feelings against the present managers of the O. & A. M. R. R. R., and have no axe to grind, but am solely in the interest of Virginia and her citizens, and especially—*Fauquier.*

POLITICS IN PRINCE WILLIAM.—We do not believe that many of those who have identified themselves with the Republican party desire to see the southern people oppressed, but so long as they follow the lead of such men as we assume to be the "exponents of Republican principles," they are no people to carry out what their better judgment must condemn.

We believe the Conservative party of this county intend carrying out in the spirit and in good faith the requirements of the constitution just adopted, and in so doing, making its objectionable features as light as possible. On the other hand, we believe we have sufficient proof from the past that should those who assume to be the leaders of the Republican party, get into power, they would make the constitution a source of oppression to a large portion of the people.—*Prince William Advocate.*

THE RADICAL STATE EXECUTIVE COMMITTEE.—The following compose this committee: Franklin Stearns, Samuel F. Maddox, Andrew Washburne, John Oliver, W. C. Wickham, Robert W. Hughes, William Toy, Alexander Rivers, and John F. Lewis; and D. B. Parker, treasurer.

Advices from Bogota state that the Darien Ship Canal treaty has been rejected by the Colombian Congress. Advices state that the Costa Rica Government has made a treaty with Nicaragua confirming to Michal Chovelier and his confederates of France the concessions for a ship canal via the San Juan river and the lakes of Nicaragua. At the same time come advices of the liberal consequences to the Tehuantepec Railroad Company from the Mexican Government, for a ship canal across the Isthmus of Tehuantepec, and that will be the subject of a treaty between the U. S. and Mexico.

Increased activity in the iron trade is noticed throughout England.

[From the Savannah (Ga.) News.] FINE PRINTING INK.—We take pleasure in calling the attention of printers to the advertisement of Mr. C. E. ROBINSON, Ink Manufacturer, Philadelphia. The "Morning News" is printed with ink from his manufactory. It is clean, well ground and of good color, and is sold at a very reasonable price. In fact, it is the BEST INK for the press with a good article of printing ink at a reasonable price. We commend Mr. ROBINSON'S works to our brethren of the press, and call attention to notices of the press in our advertising columns.

[From the Buffalo Evening Post.] EXCELLENT NEWS.—We are now using in the printing of our "Daily Post" News Ink from the works of C. E. ROBINSON, of Philadelphia. It is of excellent quality, and we take pleasure in recommending it to our brother publishers the ink manufactured by Mr. C. E. ROBINSON, of the Gray's Ferry Printing Ink Works, Philadelphia. The ink is sent in this factory, and snows for itself. Philadelphia, ap 25-1.

## Office of FISK &amp; HATCH.

BANKERS AND DEALERS IN GOVERNMENT SECURITIES.

No. 5 NASSAU STREET, NEW YORK.

February 15th, 1870.

The remarkable success which attended our negotiation of the Loans of the CENTRAL PACIFIC RAILROAD COMPANY and the WESTERN PACIFIC RAILROAD COMPANY, and the popularity and credit which these Loans have maintained in the markets, both in this country and Europe, have shown that the First Mortgage Bonds of wisely-located and honorably managed Railroads are promptly recognized and readily taken as the most suitable, safe and advantageous form of investment, yielding a more liberal income than can hereafter be derived from Government Bonds, and available to take their place.

Assured that, in the selection and negotiation of superior Railroad Loans, we are meeting a great public want, and rendering a valuable service—both to the holders of Capital and to those great National works of internal improvement whose intrinsic merit and substantial character, entitle them to the use of Capital and the confidence of investors—we now offer, with special confidence and satisfaction, the

FIRST MORTGAGE BONDS OF THE Chesapeake and Ohio Railroad Co.

The Chesapeake and Ohio Railroad, connecting the Atlantic coast and the magnificent harbor of the Chesapeake Bay with the Ohio River at a point of reliable navigation, and thus, with the entire Railroad system and water transportation of the great West and Southwest, forms the additional East and West

Trunk Line, so imperatively demanded for the accommodation of the immense and rapidly growing transportation between the Atlantic seaboard and Europe on the one hand, and the great producing regions of the Ohio and Mississippi Valleys on the other.

The importance of this Road as a new outlet from the West to the sea magnifies it into one of national consequence, and insures to it an extensive through traffic from the day of its completion; while, in the development of the extensive agricultural and mineral resources of Virginia and West Virginia, it possesses, along its own line, the elements of a large and profitable local business.

Thus the great interests, both general and local, which demand the completion of the CHESAPEAKE AND OHIO RAILROAD to the Ohio River, afford the surest guarantee of its success and value, and render it the most important and substantial Railroad enterprise now in progress in this country.

Its superiority as an East and West route, and the promise of an immense and profitable trade awaiting its completion, have drawn to it the attention and co-operation of prominent Capitalists and Railroad men of this City, of sound judgment and known integrity, whose connection with it, together with that of eminent citizens and business men of Virginia and West Virginia, insures an energetic, honorable and successful management.

The Road is completed and in operation from Richmond to the celebrated White Sulphur Springs of West Virginia, 227 miles, and there remain but 100 miles (now partially constructed) to be completed, to carry it to the proposed terminus on the Ohio river at, or near, the mouth of the Big Sandy River, 150 miles above Cincinnati, and 350 miles below Pittsburgh.

Lines are now projected or in progress through Ohio and Kentucky to this point, which will connect the Chesapeake and Ohio with the entire Railroad systems of the West and Southwest, and with the Pacific Railroad.

Its valuable franchises and superior advantages will place the CHESAPEAKE AND OHIO RAILROAD COMPANY among the richest and most powerful and trustworthy corporations of the country; and there exists a present value, in completed road and work done, equal to the entire amount of the mortgage.

The details of the Loan have been arranged with special reference to the wants of all classes of investors; and combine the various features of convenience, safety and protection against loss or fraud.

The Bonds are in denominations of \$1,000, \$500 and \$100.

They will be issued as Coupon Bonds, payable to Bearer, and may be held in that form; or The Bond may be registered in the name of the owner, with the coupons remaining payable to bearer attached, the principal being then transferable only on the books of the Company, unless reassigned to bearer; or

The coupons may be detached and cancelled, the Bond made a permanent Registered Bond, transferable only on the books of the Company, and the interest made payable only to the registered owner or his attorney.

The three classes will be known respectively as—

1st. "COUPON BONDS PAYABLE TO BEARER."

2d. "REGISTERED BONDS WITH COUPONS ATTACHED."

3d. "REGISTERED BONDS WITH COUPONS DETACHED," and should be so designated by Correspondents in specifying the class of Bonds to be sold.

They have THIRTY YEARS to run from January 15, 1870, with interest at six per cent per annum from November 1, 1869. PRINCIPAL AND INTEREST PAYABLE IN GOLD in the City of New York.

The interest is payable in May and November, that it may take the place of that of the earlier issues of Five-Twenties, and suit the convenience of our friends who already hold Central and Western Pacific Bonds, with interest payable in January and July, and who may desire, in making additional investments, to have their interest receivable at different seasons of the year.

The Loan is secured by a mortgage upon the entire Line of Road from Richmond to the Ohio River, with the equipment and all other property and appurtenances connected therewith. A Sinking Fund of \$400,000 per annum is provided for the redemption of the Bonds, to take effect one year after the completion of the Road.

The mortgage is for \$15,000,000, of which \$2,500,000 will be received and held in trust for the redemption of outstanding Bonds of the Virginia Central Railroad Company, now merged in the CHESAPEAKE AND OHIO.

Of the remaining \$12,500,000, a sufficient amount will be sold to complete the road to the Ohio river, perfect and improve the portion now in operation, and thoroughly equip the whole for a large and active traffic.

A Loan so amply secured, so carefully guarded, and so certain hereafter to command a prominent place among the favorite securities in the markets, both of this Country and Europe, will be at once appreciated and quickly absorbed! Very respectfully,

FISK & HATCH, Bankers.

P. S.—We have issued pamphlets containing full particulars, statistical details, map, etc., which will be furnished upon application.

We buy and sell Government Bonds, and receive the accounts of Gold, Silver, Copper, and other metals, subject to check at sight and allow interest on daily balances.

New York, Feb 22-1870

## AUCTION SALES.

LAND FOR SALE.—Pursuant to a deed of trust from Lee Tuttle to the undersigned, bearing date April 29, 1869, and of record on the land records of Fairfax county, liber B, No. 4, page 1870, Court day, in front of the Court House door of Fairfax county, sell to the highest bidder, the following described PROPERTY: All that TRACT or PARCEL OF LAND conveyed by said deed of trust, containing two hundred and ten acres and one hundred and forty-seven poles, this land lies near Burke's station, O. &amp; A. M. R. R., and near C. A. Arundell's.

TERMS.—So much cash as will discharge the expenses of sale and the amount of cash and unpaid under the said deed of trust, and the residue on a credit of six months. The cash required will be announced on the day of sale.—Selling as Trustee, I will convey such title as is vested in me by said deed of trust only, which is believed to be good.

Fairfax co., ap 16-1870  
COMMISSIONER'S SALE OF A VALUABLE FARM.—Pursuant to a decree of the Circuit Court of Fauquier county, made on the 9th day of September, 1869, in the case of F. M. Young, Executor of Wm. Rawlings, deceased, vs. John D. Rogers, &c., the undersigned, as the Commissioner of said Court, do hereby offer to the highest bidder, before the "Beveridge House," in the town of Middleburg, on SATURDAY, the 29th day of January, 1870, that beautiful farm, called "SPRINGFIELD," owned and lately occupied by John D. Rogers, containing 300 acres.

This farm is situated on the Turnpike from Middleburg to the Plains, about 2 miles from the former and 6 miles from the latter place. It is of the best quality of Fauquier land, well fenced with stone and rails, well watered, a large portion of it well set in clover; has an abundance of the most valuable timber; a young orchard of choice fruit; is in a healthy, fine neighborhood, and is altogether about the most desirable farm now offered for sale in this section of Virginia.

The improvements consist of a comfortable STONE DWELLING, Kitchen, Meat House, Dairy, &c.

The decree authorizes us to sell either at private or public sale upon the following TERMS, viz:—One-tenth of the purchase-money in cash, and so much more as will make one-tenth of the whole purchase-money, to be paid on the confirmation of the sale by the Court, and the residue in two equal payments, to be secured by the bonds of the purchaser, and retention of the title until last payment is made.

ARTHUR L. ROLAND, Commissioner of Sale.

Middleburg, Va., Dec 17-1869.

The above sale is postponed till TUESDAY, March 1st, when it will take place before the Court House door at Warrenton. [fa-cts-2-1870]

The above sale is postponed until TUESDAY, the 29th day of March 1870, when it will take place before the Court House in Warrenton, Va.

The above sale is postponed to TUESDAY, the 24th day of May, Court day, when it will take place in front of the Court House in Warrenton.

TRUSTEE'S SALE

By virtue of a deed of trust, dated January 1st, 1869, and extended by a deed of trust, dated July 1st, 1869, and recorded in Liber 1, No. 4, folio 67, of the land records of Fairfax county, the undersigned, Trustee therein named, will, in accordance with written instructions from the party secured, offer for sale, to the highest bidder, for cash, on the 6th DAY OF MARCH, 1870, at 10 o'clock, A. M., at twelve o'clock noon, in front of the Court House of Fairfax county, the FARM on which the said Patten now resides, lying near Annandale, in said county, and adjoining the Back Lick road on the east, and containing 200 acres, more or less, formerly owned by Louis Summers and J. O. Arms, containing by said deed 180 acres, more or less.

The land has the reputation of being good, with considerable timber, and a comfortable TWO-STORY DWELLING, built since the war.

The above land will be sold subject to a deed of trust given to Louis Summers for \$1,000. The title to this property, with the above exception, and this deed is believed